York State from DeWitt to Rome, including the Fayetteville Feeder towpath.

The Erie Canal had a long term impact on the entire Town of Manlius. Pool's Brook. Kirkville and Manlius Center settlements grew where road bridges crossed the canal. Manlius (1813), Onondaga County's first village, lost its trade from the roads as the canal helped Fayetteville (1844) grow. Then activity brought by the railroad created Manlius Station, later named Minoa (1913).

Today's footbridge between the village's Canal Landing Park and the Fayetteville Feeder towpath rests on the supports for the 1916 dam across Limestone Creek. The dam became undermined in September 2009 and was removed by the state. Today's bridge echoes the informal rope and wooden walkway that once spanned the creek on top of the dam in the industrial heart of Fayetteville.

We all are indebted to Craig S. Williams of the State Museum staff in Albany who grew up in Fayetteville and made his early interest in the Fayetteville Feeder into more than 30 years of important research about the Fayetteville Feeder and the Erie Canal.

Barbara S. Rivette
Fayetteville Village Historian

dock on the Fayetteville Feeder, this behind that extended today's Town Hall. The whale whale tied 등 for two days in and evision Gaynor

The Fayetteville Feeder

The Heart of the Village's Prosperity

Wotice.

S hereby given, that the former. Proprietors of the FAVETTEVILLE AND ALBANY LINE OF BOATS, have dissolved their connection in said line as run in the spring of 1835. The line will be continued by the subscribers, who are sole proprietors. Dated Fayettevilles Angust 1, 1825. EDWARDS & EATON.

STORAGE & FORWARDING. EALL ARRANGEMENT—1835.



DAY & NIGHT .- Insured.

WY E, the Proprietors of the above line, would give notice that all property consigned to their Agents in New York and Albany will be shipped with despatch and delivered according to order. Dated, Fayetteville, August 1, 1835.

EDWARDS & EATON, Proprietors.

HIRAM EATON, No. 43, Quay St. Albany, and Chas. C. Richardson, 127 Broad St. New-York, Agents.

6w50.

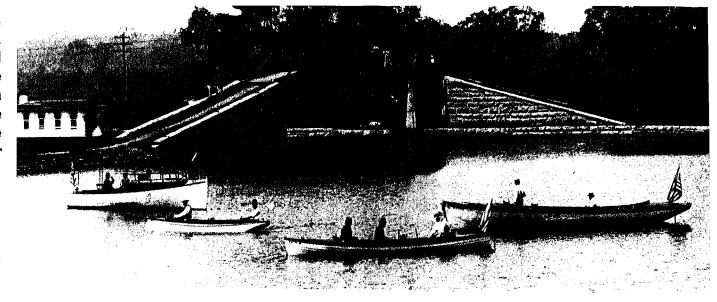
Boats, many of them homemade, filled the Fayetteville wide waters on a Sunday afternoon about 1910. A canal workboat is tied up near the change bridge for the Fayetteville Feeder from the main Erie Canal tow path at the right. Today a reconstructed change bridge gives easy access to the Feeder towpath.

The Fayetteville Feeder was the impetus for the prosperity that built a business district in Limestone Plaza and the stately homes on Genesee Street hill because it gave direct access to the main Erie Canal. This was also where you came to see the circus boat, go off on a picnic to Green Lakes or take the packet to Syracuse.

The original Erie Canal, four feet deep and 40 feet wide, was built by local men with limestone from nearby quarries. Ninety-eight miles between Syracuse and Utica were in use by 1819. The entire Erie opened officially from Buffalo to Albany in 1825 and a year later the half- mile Fayetteville Feeder was completed.

In its original form, the Feeder extended from Genesee Street north to the main canal. Probably the oldest remaining building from those early days is the small stone warehouse that became the rear of 104 Limestone Plaza, which had its retail store entrance on the village's main street and now forms part of Pascale's restaurant.

Today's pedestrian bridge is in the heart of the village's earliest industrial area. A cement mill, started in 1829, was the nucleus of a larger plaster mill, two lime kilns, a saw mill and storehouses. Later a dry dock, boat yard, blacksmith and carpenter shop were on the west side of the feeder. Evidence of those buildings



is gone but the stones of a limekiln are visible forming the edge of the town hall parking lot. A more complete limekiln can be seen from the feeder towpath near the wide waters.

The Feeder gave local farmers easy, cheap access to New York City and Buffalo markets. At one time Fayetteville was the largest shipping point between Albany and Rochester, second only to Syracuse with its heavy salt cargoes.

Locally-owned boats such as "The Bank of Fayetteville" or the "Safe Return," carried out farm produce, lime, plaster and gypsum and brought in all the supplies for local homes and stores. Horses on the streets of large cities depended on alfalfa and grain from Fayetteville. By 1850, there were 200 boats a day passing on the main Erie where more warehouses, docks and boat repair shops were built on the west side of the Feeder near the Limestone Creek Aqueduct. More than five houses, one the remains of a canal boat, were along the Feeder.

Even though deepened to seven feet and widened, commercial use of the canal was declining by 1900. However, local families

enjoyed pleasure boats built locally in barns and carpenter shops. In 1909. the land along Limestone Creek, once used by mills, was suggested as a park by Charles Robinson, a landscape architect and planner.

About 1916, the state rerouted Limestone Creek and eliminated the section of the Feeder close to Genesee Street, leaving the "Gaynor" or "State Dam" to keep water in the shortened Feeder. The dam itself was lowered in 1926 to prevent flooding west of the creek.

Most traffic on the main Erie ceased with the opening of Barge Canal in 1918 although local boats operated between DeWitt and Canastota for a few more years. As they went out of use, boats were simply left beside canal banks or in wide waters. The Feeder remained as a swimming hole as did pools in Limestone Creek near the outwash of the dam.

In 1967, the Town of Manlius began five years of summer work clearing trees and brush, opening the Feeder towpath to more people. State interest in reviving the Erie Canal as a linear park followed and the main canal towpath now is maintained as a park by New